

CLASSIFIED MESSAGE

Approved For Release 2004/07/07 : CIA-RDP66B00728R000300090046-8

DATE 2205Z 01 NOV 62

SECRET

ROUTING

1	6B	4	C/DD
2	DDR	5	"
3	C/DD	6	SB

RB

25X1 TO DIRECTOR

FROM

DOCUMENT NO. 48
NO CHANGE IN CLASS. ☒

☐ DECLASSIFIED
CLASS. CHANGED TO: TS S
NEXT REVIEW DATE: 2011

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

DATE: 16-7-81 REVIEWER:

ROUTINE

25X1

INFO : S/C (11)

TOR: 2328Z 01 NOV 62

BT-1443
TO

IN 54243

25X1

25X1 TO PRITY

INFO

CITE

ATTN:

REF:

1. AS A RESULT OF THE MEETING HELD 30 OCTOBER 1962 WITH THE ASSOCIATE REPRESENTATIVES [REDACTED] THE FOLLOWING PLAN IS A MUTUALLY ACCEPTABLE WAY IN WHICH [REDACTED] CAN ACCOMPLISH THE INSTALLATION AND CHECK-OUT OF THE DRT BY 8 JANUARY INCLUDING A PARALLEL MODIFICATION PROGRAM TO BE ACCOMPLISHED 31 MARCH 1963.

PART A - REMOVAL OF COMPONENTS FROM SUNNYVALE

- 1) ASSUMING AUTHORIZATION TO PROCEED BY NOON EST FRIDAY, 2 NOVEMBER, [REDACTED] WILL BE PROVIDED FREE UNCLASSIFIED ACCESS TO THE SUNNYVALE DRT AREA ON 5 NOVEMBER AM PST.
- 2) COMPLETION OF THE REMOVAL ACTIVITIES (MATERIAL CRATED, ON-DOCK SUNNYVALE WILL BE 19 NOVEMBER PM.
- 3) [REDACTED] AUTHORIZATION WILL BE IN THE FORM OF DIRECTION FROM THE WHITE SIDE OF LMSC TO PROVIDE MANPOWER TO DIRECT, SUPERVISE,

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GROUP 1
Excluded from automatic
downgrading and
declassification

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

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NRO review(s) completed.

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SECRET

PAGE TWO

AND BE RESPONSIBLE FOR THE SUPERVISION OF LMSC PERSONNEL TO DISMANTLE, PACK, AND CRATE THE COMPONENTS AND MARK FOR THE DESTINATION CONTAINED IN TWX [] (IN 53847) DATED 30 OCTOBER.

4) COSTS INCURRED BY [] SHALL BE APPLIED AGAINST THE TERMINATION WORK ORDER ISSUED BY SUNNYVALE TO [] UNDER PRIME CONTRACT []

5) THE ROM FOR THIS EFFORT IS []
PART B - ACCOMPLISHMENT OF THE 3 JANUARY DATE.

1) THIS PLAN BASICALLY INVOLVES REMOVAL OF THE SUBASSEMBLIES IN THEIR CURRENT CONFIGURATION AND INSTALLATION ON THE BLOCK WHICH IS TO BE PROVIDED BY THE ASSOCIATE.

2) THE DETAILED SCHEDULE MILESTONES ARE AS FOLLOWS;

A) APPROVAL OF CONFIGURATION INCLUDING ELEVATION AND LAYOUT - 5 NOVEMBER - SE

B) START INSTALLATION OF MOUNTING PADS - 3 DECEMBER - ASSOCIATE

C) COMPLETE INSTALLATION OF THE MOUNTING PADS - READY FOR MECHANICAL INSTALLATION - 14 DECEMBER - ASSOCIATE

D) START INSTALLATION OF MECHANICAL ASSEMBLIES - 15 DECEMBER - []

E) START OPTICAL INSTALLATION - 26 DECEMBER - []

F) START ELECTRICAL INSTALLATION - 26 DECEMBER - []

G) CABLES TO BE MODIFIED RECEIVED AT BOSTON - 12 NOVEMBER - []

H) SHIP MODIFIED CABLES TO A/P - 15 DECEMBER []

I) FURNISH CABLE LENGTH REQUIREMENTS - 12 NOVEMBER - ASSOCIATE

J) START OPTICAL ALIGNMENT - 4 TO 5 JANUARY - []

SECRET

K) START FINAL TEST - 7 JANUARY - [] 25X1

25X1 L) VERIFY AUTOCOLLIMATION, VERIFY TARGET POSITIONING,
COMPLETE FINAL TESTING - 8 JANUARY - [] FOR SE BUY -OFF

25X1 M) OPERATE 9 JANUARY - []

PART C - MODIFICATION PLAN TO INCORPORATE BOSTON FIXES

1) THE PR PURPOSE OF THIS PLAN IS TO, STARTING 5 NOVEMBER, RELEASE FOR PROCUREMENT AND FABRICATION THOSE COMPONENTS AND SUB-ASSEMBLIES WHICH ARE REQUIRED TO MODIFY TWO (2) RACKS OF THE CONTROL CONSOLE, THE TARGET DRIVE UNIT, AND OTHER ELECTRICAL CHANGES SUCH AS CABLES, ETC.

2) SE WILL BE NOTIFIED UPON ACCUMULATION AND ACCOMPLISHMENT OF THE PROCUREMENT, FABRICATION, AND SUBASSEMBLY OF THE NECESSARY COMPONENTS AND ASSEMBLISS.

3) UPON A DETERMINATION BY SE OF A THREE-WEEK DOWNTIME, THOSE PARTS WHICH ARE TO BE MODIFIED WILL BE RETURNED TO BOSTON, THE MODIFICATIONS MADE, TESTED AND INSPECTED, AND RETURNED TO A/P.

4) UPON REASSEMBLY OF THE DRT, FINAL TEST AND CHECK-OUT WILL BE ACCOMPLISHED. THE ESTIMATED COMPLETION DATE IS 31 MARCH.

2. THE COSTS FOR ACCOMPLISHMENT OF PARTS B AND C OF THE ABOVE PLAN WILL BE COVERED UNDER TD-1016.

25X1 3. [] STRONGLY RECOMMENDS THAT THE OPTICS OF THE SYSTEM BE RETURNED TO BOSTON FOR RECOATING. IT IS OUR OPINION FROM OBSERVING THE CONDITION OF THE OPTICS THAT THIS RECOATING SHOULD BE DONE TO ACHIEVE, AT THIS TIME, THE HIGHEST PERFORMANCE QUALITY POSSIBLE. THEREFORE, WE PROPOSE THE OPTICS BE RECEIVED AT BOSTON 12 NOVEMBER AND SHIPPED TO A/P 24 DECEMBER. 25X1

25X1 4. THE ROM FOR ACCOMPLISHMENT FOR PARTS B AND C ABOVE IS []
(ALSO RCVD [] THE ROM FOR RECOATING THE GLASS INCLUDING TRANS-

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25X1

PORTATION IS [REDACTED] THE FUNDS FOR THIS WORK WILL BE MADE AVAILABLE UNDER TD-1016.

25X1

5. [REDACTED] UNDERSTANDS THAT THE REQUIREMENT FOR OPERATION OF THE "UNMODIFIED" DRT ON OR BEFORE 8 JANUARY IS TO INSURE DRT TESTING OF THE FIRST FLIGHT AND QUALIFICATION SYSTEMS AND THAT THE 31 MARCH DATE IS COMPATIBLE WITH EXISTING A/P SCHEDULES. HOWEVER, IT IS OUR BELIEF THAT THE SAME WORK SHOWN FOR COMPLETION 31 MARCH CAN BE ACCOMPLISHED BY 15 FEBRUARY IF THE 8 JANUARY REQUIREMENT CAN BE RELIEVED. FURTHER, IN CONSIDERATION OF AVAILABLE MANPOWER, THE RELIABILITY OF THE UNMODIFIED TARGET DRIVE AND OTHER ELECTRONICS, AND RELATIVE COSTS, WE BELIEVE THAT MORE TESTING TIME WILL, IN FACT, BE REQUIRED THAN MAY BE CURRENTLY SCHEDULED.

25X1

6. WE, THEREFORE, AGAIN STRONGLY RECOMMEND THAT IN THE BEST INTERESTS OF THE OVERALL PROGRAM OBJECTIVES, THE PROPOSED DUPLICATION OF INSTALLATION, ALIGNMENT, AND CHECK-OUT EFFORT BE REMOVED, THAT THE GLASS AND THE EQUIPMENT NEEDED FOR MODIFICATION BE RETURNED TO [REDACTED] 19 NOVEMBER, AND THAT THE EQUIPMENT BE MODIFIED COMPLETELY THE FIRST TIME AND RETURNED TO A/P FOR FINAL INSTALLATION, ALIGNMENT, AND BE INSTALLED AND OPERATING 15 FEBRUARY. THE ROM OF THIS PLAN BEING SUBSTITUTED FOR PARTS B AND C ABOVE IS [REDACTED]

25X1

7. THERE ARE NO SPARES CONTEMPLATED IN ANY OF THE ABOVE PLANS.

25X1

8. IT IS OUR UNDERSTANDING THAT A SEPARATE TD IS TO BE ISSUED TO ESTABLISH A REQUIREMENT FOR [REDACTED] TO RESPOND WITH THE EFFECT ON PRICE AND/OR DELIVERY RESULTING FROM THE NECESSITY TO OPERATE AND MAINTAIN THE DRT. THE ROM FOR THIS ADDITIONAL EFFORT IF ACCOMPLISHED PER PARAGRAPH 1 AND 3 OF THIS TWX IS [REDACTED] IF ACCOMPLISHED PER PARAGRAPH 6 OF THIS TWX THE ROM IS [REDACTED] THERE IS NO EFFECT ON DELIVERY SINCE THE DRT WILL NOT INTERFERE

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S E C R E T

WITH THE PRODUCTION OF THE UNITS IN BOSTON. WE ALSO ASSUME NO EFFECT ON FLIGHT DATES. IF THE FLIGHT DATES ARE REVISED AS A RESULT OF THE DRT, SUCH SCHEDULE ADJUSTMENTS WILL FURTHER AFFECT THE COSTS OF OUR FIELD ENGINEERING EFFORT.

END OF MESSAGE

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